

# AVIATION

*The Oldest American Aeronautical Magazine*

JULY 12, 1926

Issued Weekly

PRICE 15 CENTS



A Navy Flier Putting up an Exhibition at the Miller Field Air Meet

*Wide World Photo*

VOLUME  
XXI

## SPECIAL FEATURES

NUMBER  
2

PHILADELPHIA PREPARES FOR THE AIR RACES  
THE FORD COMMERCIAL AIRPLANE RELIABILITY TOUR  
THE ARMY AIR BILL

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# AVIATION

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## The Army Air Bill

**T**HROUGHDLY studied before the Lampert Committee and labored over the recommendations of the Marrow Board must feel a considerable sense of gratification in the Army Air Bill which was signed last week by the President. The Bill shows the result of the very extensive studies which have been made during the past few years into the questions which have vexed military aviation in this country. The Senators and Representatives who drew up the bill had a wealth of information to draw on and, though every one may not agree with their provisions, they have taken up every major question and treated it with accuracy and intelligence.

Americans make good pilots but for an air service to be efficient it must be well guided and have adequate equipment. With men who knew nothing about flying at the level of the service and with little chance of promotion for those actually doing them was bound to be disastrous and inefficient. Under the new Bill previously all the efforts in the Air Corps must become qualified first. The committee to study the provision that should make the civilian service still more attractive to Army officers. In the past the Air Service has grown up without any very definite policy. The five year schedule will enable them at the head of the service to plan for the future in an orderly fashion.

In the new law, Congress has made some very radical changes in the general needs of the aeronautical industry. The system of competitive bidding, which is necessary for the purchase of all other commodities is used in the procurement of aircraft. Competition in design and the maintenance of engineering staffs in the aeronautical industries of the industry is encouraged. The Secretary of War and the Assistant Secretary for Aviation are guided in a general way by the law but the Bill seems to allow enough leeway so that in practice the Secretary can use one or several methods and the results produced will really be entirely up to him.

The new Air Corps will be greatly enlarged over the old Air Service. Officers will be given a chance and the procurement of new equipment is put on a sounder basis. The appropriations are in addition to those for the regular Army so that there should be less jealousy. There is every indication that the next five years should be years of great development in military aeronautics.

The entire situation can only be considered favorable. The fact that the provisions extend over a period of five years means that there will be time to plan very definitely ahead. In the past it has been utterly impossible for a policy of civil aviation to be put into effect late after because it has been impossible to meet again more than twelve months in the Air Service organization. This condition in aircraft period and changed with the introduction of a five year period over which to plan a stable and continuous development.

## Aircraft Exports

**O**NE OF THE most interesting items is aeronautical news appearing from time to time in the regular report of aeronautical exports from this country abroad, which are issued by the Aeronautics Division of the Department of Commerce.

A report of aircraft and aircraft engine exports for the month of May was issued by the Aeronautics Division on June 29. It showed that during that month alone 40 airplanes were exported abroad, but the most interesting feature about this is that it is exactly twice the number of aircraft exported from this country during the entire year 1925. Thus there is a definite increase in the export of aircraft but it does not for any reason indicate that American aircraft manufacturers are enjoying a large foreign trade at this time. This is shown by the fact that, according to the Aeronautics Division, the average value per unit of aircraft exported during May was only \$225 which, obviously, means that the exports consisted largely, if not entirely, of surplus airplanes which evidently still have a certain market abroad as well as at home.

The conclusion to be drawn, then, is that even though this export trade does not, apparently, effect the aircraft industry to any marked extent, the fact that there is a market for surplus material abroad will bring in and to them steady income. From the standpoint of the manufacturer this is a favorable point since the demand for modern products will grow to a certain extent as the surplus material decreases.

Regarding aircraft engine exports, the situation is somewhat different and possibly more encouraging. It is reported that during May the engine exports fell below the figure for April but the volume of these exports increased about \$160,000. During May, there were 82 aircraft engines exported abroad from the United States. The total value was \$199,854 which indicates an average unit value of approximately \$2,438.

While this is a low price for new and up-to-date aircraft engines, it must be remembered that a large number of surplus engine figures among the exports. However, the high volume per engine, during the month of May, can only indicate that a certain number of the units exported abroad during that period were modern up-to-date aircraft engines.

This is an extremely pertinent sign for post experience would tend to show that the foreign markets are now open to the aircraft industry as never before in the place markets. It is, therefore, most encouraging to see signs of modern American aircraft engines going abroad to compete with the products of other countries.

It is well-known, of course, that a number of Curtiss D-12 engines were recently sent to England to the British, Atlantic Company which holds the British Empire rights on this engine and the Curtiss-Bell metal propeller. Such shipments are bound to increase.





Secretary of War or the Secretary of the Navy, which he approves, the interests of the United States will be best served thereby, nor contract with such individual, firm, or corporation, nor reimburse any person for quantities of the aircraft, aircraft parts, or accessories furnished.

**Parolance of Designs Outside of Competition.**  
A board to be known as the patents and design board is created, the three members of which shall be an Assistant Secretary of War, an Assistant Secretary of the Navy, and an Assistant Secretary of Commerce. To this board any individual, firm, or corporation may submit a design for aircraft, aircraft parts, or accessories, and, whether patented or unpatented, the board, upon the recommendation of the National Advisory Committee for Aeronautics, shall determine whether the use of such design by the Government is desirable or necessary and evaluate the design and fee the merit of the design, not to exceed \$15,000. The design, individual, firm, or corporation may be offered the use of the design by the Government on a nonexclusive right of the United States to the use of the design in aircraft, parts, or accessories and, upon acceptance shall provide reasonable fee or suitable royalty license to the United States.

#### The Air Corps Personnel

The act provides for the creation of an Air Corps to replace the present Air Service. It shall consist of one Chief of the Air Corps with staff of major general with three assistant brigadier generals, 1,214 captains, and 10,000 sergeants, including 1,000 flying sergeants. The Chief of the Air Corps and at least five of the brigadier general shall be flying officers and at least 90% of the officers of lower grade shall be flying officers. The act also provides for promotion of quality as flying officers within one year of the time of the assignment and may not receive lower salary for special qualifications they are retained upon the non-flying list, per cent. All officers in charge of flying units are to be certified herein. To obtain a flying rating an officer must have had at least 300 flying hours and have passed the prescribed tests and exercises.

#### Flying Pay

After July 1937, at least twenty per cent of the flying pay shall be included into a special rating for enlisted men. The regular pay is provided. An increase of fifty per cent for regular flying is provided. A Soldiers' Medal and a Distinguished Flying Cross can be awarded and will carry increase of pay.  
The increase of fifty per cent of pay for regular flying shall not be applicable to more than one per cent of all the regular pay of the military service and shall, therefore, covering the increase are to be the same for the Army, Navy, Marine Corps and Coast Guards. Members at the National Guard and the Reserve Corps are also to come under the flying pay regulations.

#### Temporary Rank and Promotion List

Where the Chief of the Air Corps certifies that there are no sufficient vacancies to fill certain positions the Secretary of War may temporarily fill the assignment by raising a flying officer not more than two ranks.  
The Secretary of War is directed to investigate and study the alleged injustice which exists in the promotion list at the Army and to submit to Congress on the second Monday in December 1936, the study, together with his recommendations for changes, if any, in the present promotion list.

#### Air Station of General Staff

For the period of three years immediately following July 1, 1936, there is created in each of the divisions of the War Department General Staff an air division, to be headed by an officer of the Air Corps of which shall be to be on the staff and recommended proper action on such air matters as may be referred to such division.

#### Assistant Secretary of War

To aid the Secretary of War in furthering military aviation, and to perform such functions as the Secretary may

direct, an additional Assistant Secretary of War will be appointed by the President, by and with the advice and consent of the Senate.

#### The Five Year Program

In fixing the program up to the authorized 1,214 officers and 10,000 enlisted men within an increase of 460 officers and 4,000 enlisted men. The proportion of the grades will remain as at present.

The President is authorized to call to active service, with their consent, such member of Air Corps reserve officers as he may deem necessary, not to exceed 500, of whom shall serve for periods of not more than one year, and 30 per centum for periods of not more than two years.

#### One Thousand Eight Hundred Planes

The Secretary of War is authorized to equip and maintain the Air Corps with not to exceed one thousand eight hundred airplanes, including such number of observation and twin engine fighters as he may deem it necessary for training purposes, together with spare parts, equipment, supplies, hangars, and such other facilities as he requires for the maintenance thereof. In order to maintain the number specified above, the Secretary of War is hereby authorized to replace obsolete or unserviceable aircraft from time to time. Provided, That the necessary replacement of aircraft shall not exceed approximately four hundred annually. Provided, That the total number of airplanes and airplanes herein authorized shall be exclusive of those existing or undergoing experiment or service tests. Those authorized by the Secretary of War to be placed in museum and those classified by the Secretary of War as obsolete. And provided further, That the total number of airplanes authorized shall not include the aircraft necessary for the training and support of the National Guard and the training of the Organized Reserve. It may be determined by the Secretary of War.

The total increase in personnel and equipment authorized herein shall be distributed over a five-year period beginning July 1, 1936. Not to exceed one-fifth of the total increase shall be made during the first year, and thereafter in four approximately equal increments. The President is hereby authorized to submit to Congress annually estimates of the cost of carrying out the five-year program authorized.

#### The Aircraft Year Book, 1936

The Aircraft Year Book for 1936, the eighth of the series published by the Aeronautical Chamber of Commerce, is now available and it is a work of reference which should be in the hands of everyone engaged in, interested in or in any way connected with the aeronautical activities of the world and, in particular, of the United States. Furthermore, the book, as in past issues of the series, provides interesting and instructive reading, apart from its reference value.

The work comprises 304 pages of text, 90 pages of illustrations and 58 pages of design drawings. It contains the valuable trade index which is always included at the end of the book.

Plans and figures are to be found in the Aircraft Year Book on Aviation in commerce and national defense; Aircraft and World records; Air transportation of mails, express and passengers; Airports and airways; Aircraft in agriculture; Aerial photography; Aeronautical education; Aerial navigation systems. There is a chronology of aeronautical events and a series of annotations throughout the book; also the summary chapter on technical developments in which valuable list coverage of various and engine designs are included.

In the past, there has frequently been a scarcity of these year books and many inquiries have been made to obtain copies upon which to have worked in order early. This time however, it was only shortly before advised that all interested in possessing the valuable record apply for copies as soon as possible. It is understood that, owing to the demand, the Aeronautical Chamber of Commerce has been unable to prepare a free copy of the Year Book for past years and thus are to be had at special rates by applying to the Chamber, 280 Madison Avenue, New York City, N. Y.

## Appropriations For Civil Air Bureau

House of Representatives Considers Deficiency Appropriations Bill Including Funds for Bureau of Civil Aeronautics.

ON JUNE 28 the House of Representatives discussed the deficiency appropriations bill and voted in some seven into the question of appropriations for the construction of the Douglas-Pearl 381 for the creation of a bureau of civil aeronautics in the Department of Commerce, which bill became law on May 13, 1936. In the initial estimate, \$50,000 was allowed—\$250,000 for the general administrative expenses of the bill, such as telephone, heating and so forth, and \$300,000 for the establishment of a bureau of civil aeronautics, the acquisition of air craft for night flying and the construction and operation of radio, lighting, and other communication and signaling apparatus and stations.

These civil aviation appropriations were occupied at some length by the House Appropriations Committee when J. Walter Davis, Assistant Secretary of Commerce, gave the committee valuable testimony. The bill provided for the maintenance of the Bureau of Civil Aeronautics by the existing Department of Commerce and the existing personnel together with the existing apparatus, so that, in the future, all services and no new personnel, whether at the war and navy, or civil, come under the jurisdiction of the Secretary of Commerce. In this connection, Mr. Davis explained that negotiations were completed for the immediate transfer of the postal airmail and other personnel, approximately 150 employees of the postal department will be transferred to the Department under the arrangement.

Discussing the plan for the proposed bureau of civil aviation, Mr. Davis stated that the general feeling was that a start should be made with the simple, obvious plan and then build up. Instead of overexpanding from the start, the initial endeavor would be a little short of what may ultimately be required.

#### Personnel of Bureau

At the outset, Mr. Davis explained, the new organization will comprise an Assistant Secretary of Commerce with a salary of \$15,000 annually, and with a private secretary, a general manager and a stenographer as his personal staff. A clerical division, including a number of highly trained operators, is, he also explained, and present plans provide

for a division of inspection and inspection with a personnel of seven in the District of Columbia and a division for the maintenance of airmail with 10 persons.

The deficiency bill also includes an appropriation of \$15,000 to the Department of Agriculture, permitting the Weather Bureau to extend its forecasting service and provide a more detailed warning service to commercial aviation.

Dr. Charles C. Clark, Assistant Chief of the Weather Bureau, explained in this connection that as a result of conference with representatives of the Department of Commerce, and the Post Office Department, the Weather Bureau had obtained a clear idea of the device and needs along the established service during the first year (the coming year) and had found that, with the additional appropriation, the share of upper air observing stations now in existence under the direction of the Bureau could be extended to that the additional observations required for meteorological aviation could be provided. Dr. Clark explained that twenty-two additional pilot balloons stations would be established increasing twenty-two additional stations and this could be done at a cost of \$30,000. Equipment and maintenance alone would cost \$24,000; travel, \$1,200; observations in Washington, \$7,000, and the ground stations require \$1,200 per station.

#### Cleveland-Louisville Air Mail Bids

There were two bids received on July 5 for the Cleveland-Louisville air mail route, one from the Koss Aircraft Engineering Corp., of Anthony, N. Y., Louis A. Koss, president, agreed to carry the route for \$5.00 per lb. per mile. The company would employ four planes of the C-12 type, with six passengers and two to be in reserve, each plane capable of flying 125 mph. The International Airways Co. of Cleveland, Ohio, was the second bidder. B. B. Lord is president of the corporation, which agrees to furnish seven planes, two to be placed in immediate use and two held in reserve. The planes will be of the Stinson and Kershaw types. The company agrees to carry the route for \$5.00 per lb. per mile.



The New Standard air mail plane assigned to the Wright (Pittsburgh) air mail route. This is one of the planes being used by Walter T. Francis on the Washington-Croft, (Nashville) Mail Service.



English interests have been concerned with the downfall of Junkers Company. Professor Junkers, necessarily, has given the opportunity of purchasing both the government shares after his company was again producing sufficient profits.

#### The Luft Hansa Combine

At the time of the government intervention, in order to save the existing air transportation lines of Germany, which was so largely under Junkers control, the German Traffic Ministry forced the separation of the Junkers enterprises and company from the manufacturing company and the creation of the Luft Hansa with the Deutsche Aero-Lloyd in the three called the Luft Hansa. This company is now operating profitably throughout Germany and has recently extended to France, in collaboration with the French air transport services.

It is very evident, however, that the Junkers airplane and engine works would continue to fall into, with the separation of the transportation company, the market for its products, felt though this market was, was gone. The Junkers Company continued to find that the losses mounted by its subsidiaries. Professor Junkers blames the intervention of the government for this failure and the German newspapers, apparently misled by patriotic fervor and popular rumors, have stated that the government and not Junkers is to blame. However, it seems that, had the Junkers Company been able to carry on these last six months, which is believed responsible for the great losses, according to the government, it would undoubtedly have had the same 10 million mark debt to cope with due to the over-investment policy which had brought markets to almost zero and which caused the great outlay of money to bring on its return.

This whole situation has had a marked effect upon the whole German aircraft industry for the expense of the Junkers company in the past has created the impression that the whole industry and Junkers are synonymous terms. There seems probably that the government will avoid the large debts and restrictively Professor Junkers on a small scale in order that he may continue his experiments which have been removed to Switzerland. Certainly his work as the head-of-the-engineering plant, with release in the states, with scale of expenses of his work and with regularly to stay on a team-definite service, should not be stopped now if it is really engaged upon such interesting experiments.

The entire affair is of the greatest interest because it is an excellent example of what may happen through over-investment and a complete disregard of the present day limitations of the airplane as a commercial carrier.

#### Professional Pilots

There seems to be a considerable demand for some sort of an organization which would represent the professional pilots of the United States. In the issue of June 26, *Aeronautics* published an editorial on the subject. Mr. Yerkes, one of the leading firms and operators in the Middle West, has been told much to read as his views on the subject. His letter and the rules outlined on his field, follow:

To the Editor of *Aeronautics*:

It is absolutely necessary for the good of commercial aviation to have an organization that can represent the man who is actively engaged in aviation.

There are several different organizations in and about Chicago, but none of them are really worth while. I propose the only way to have a real organization would be to organize one along the lines of the Professional Pilot of California. If it is that here, many in New York and some of the other fellows do it in some of the other large centers, it would be very easy to make it a national organization when we found it necessary.

The point it would be most interested in understanding is the association charter would be that members would have to be pilots with at least 2500 hr and three or four years experience of a good character and by all means when. We should also add that men that are actually flying for a living must become members.

We fellows are in a serious business and we must trust it seriously. There are many social organizations but we are not going to be considered serious by commercial organizations unless we organize and look after our interests in a serious manner. For the past two years we have found it necessary to have some very strict rules on our flying club. Until the pilots realized it was for their own good and for the good of the business they did not think much of our rules. But, in the long run, it proved so satisfactory that most of the other fields have adopted similar rules and regulations.

After strictly enforcing these rules and regulations we have found our business to flourish.

W. A. YERKES, Jr.

#### RULES OF THE TUCKER CIRCUMNAVIGATING FLYING CLUB

THIS is a private club and we reserve the right to change our rules. We reserve the right to any pilot out of the club if we think that it is not best suitable to do it.

Members of this club are not to be free from this club by leaving or by any other means without the consent of the club.

Members on transportation for the last week of the month will be paid as follows:

Member	1st week	2nd week	3rd week	4th week
Active	\$10.00	\$10.00	\$10.00	\$10.00
Associate	\$5.00	\$5.00	\$5.00	\$5.00
Life	\$100.00	\$100.00	\$100.00	\$100.00
Transfer	\$10.00	\$10.00	\$10.00	\$10.00
Life	\$100.00	\$100.00	\$100.00	\$100.00
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Transfer	\$10.00	\$10.00	\$10.00	\$10.00

Members on transportation for the last week of the month will be paid as follows:

Member	1st week	2nd week	3rd week	4th week
Active	\$10.00	\$10.00	\$10.00	\$10.00
Associate	\$5.00	\$5.00	\$5.00	\$5.00
Life	\$100.00	\$100.00	\$100.00	\$100.00
Transfer	\$10.00	\$10.00	\$10.00	\$10.00
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## Navy Air-Cooled Engine Development

Naval Requirements Favor Air-Cooled Engines.

By COMMANDER E. E. WILSON, U.S.N.

Chief of the Engine Section, Bureau of Aeronautics, Navy Department.

THE SUCCESS of Wright Whirlwind air-cooled engine, both commercially and in naval service, has tended to focus attention upon this interesting subject. The arrival of the Pratt & Whitney Wasp 480 hp. air-cooled radial marks the completion of the second step in the Navy engine policy laid down sometime ago. The third step involves the development of a 500 hp. radial air-cooled engine, and this work is well underway.

#### Air-Cooled Engines For All Plans

As a result of this development, the Navy expects to have a line of three air-cooled radial engines soon, which all of its lesser types cannot, nor be designed. The Whirlwind will continue in the training class where it is now standard. The Consolidated Aircraft Company has a contract for a considerable number of training planes about this engine. The Pratt & Whitney Wasp is destined for high performance aircraft. The new two-cylinder observation biplane, known under development by the Chance Vought Corporation carries this engine. It may be desirable to utilize the Wasp for two-engine air-cooled fighters, bombers, and torpedo planes, and even for three-engine patrol planes. The larger engines now under development is intended for single engine bombers and work on this type is progressing.

#### A Matter of Wt. per Hp

The basic consideration which prompted the Navy in its air-cooled development policy was generally (rather than all) on the basis of dry weight, air cooled and water-cooled engines have approximately the same weight per horsepower. However, when take into consideration the total installed weight, including the cooling system, we find that the air-cooled engine has a superiority of the order of 87 lb. per hp. Naval aircraft must, of necessity, be as small and as light as possible, consistent with the required performance, in order that this may occupy the heaviest space on shipboard and be easily handled by hoisting gear in the open air. This requirement has forced the air-cooled development, since it is well known that a reduction in weight of this order adds a

substantial bulk in the weight of the structure and the gross weight of the airplane to an appreciable loss.

These considerations prompted the first step, which was the substitution of the Pratt & Whitney Wasp 480 hp. air-cooled engine and two-cylinder, the U-1's and the T-1's. It was necessary to adopt the Lawrence J. in the case of the T-1 that the Wright Model E water-cooled engine was superior in durability and dependability. This handicap was avoided,



A side panel removed from the casing of the Wasp engine that fits into the Wright Whirlwind plane shows the arrangement of parts of the engine. The Whirlwind engine frame





# Italy Plans for Air Expansion

The budget of the Italian Ministry of Aeronautics, recently approved by the Chamber, sets for an increase of 600 planes during the next year, which will make the total in use at the end of 1927, 1,600. Plans of the air ministry up to the end of 1931 will give Italy 3,500 planes. At present France's strength is 3,500 and England's 3,400. This would place Italy second as an air power at the end of this year, at three figures for the three nations are correct.

Daily at present has 3,500 planes, with 480 undergoing training an aviation camp. At the end of June 1926 more will be admitted to training. More than 900,000,000 lire is the figure for 1926-1927 expenditures, and the forecast for the year 1928-1929 places the amount at 1,000,000,000 lire to carry through the air program.

## Kinner Monoplane

The Kinner monoplane, the successful performance of which under Ethel flight tests, has decided its producers, the Kinner Airplane & Motor Corp. of Glendale, Cal., to begin mass production, as equipped with a Lawrence 3-cylinder engine, and is of the tandem wing type. Future planes will be equipped with the E-3 hp. Lawrence engine, and, if the open cockpit is preferred, it will be installed. The engine has two cylinders directly over the pilot's seat. This plane is now of single control, the passenger sitting a little to the rear and about 4 in. lower than the pilot. Future machines will be equipped with dual control, making it an ideal training plane.

The fuselage is of plywood construction, with fabric on the forward part and metal plates in the rear sections. The tail group is of steel, with tube covered with fabric and doped. The wings are conventional, with ribs of plywood and spruce stringers. The spars are built up with spruce stringers and plywood ribs.

The general details, together with the manufacturer's performance figures, being given in the absence of official tests, are as follows:

Span	35 ft. 6 in.
Length	21 ft.
Height	7 ft.
Chord	4 ft.
Speed	55 m.p.h.
Landing	30 m.p.h.
Climb	11,000 ft.
Fuel tank	1,800 lb.
Weight	790 lb.
Factor of safety	5

## John R. Gammeter



J. R. Gammeter

Mr. Gammeter has been active in Goodrich Mechanical developments for thirty years and ranks today as one of the most widely known engineers in the rubber industry. He has been directly responsible for many innovations in rubber goods manufacturing and is credited with nearly 200 patents representing practically every field of rubber manufacturing activity.

During the war Mr. Gammeter took up the study of aeronautical development and the Gammeter valve, widely used today in lighter than air ships, was a result.

John R. Gammeter, who has been consulting engineer at the B. F. Goodrich Rubber Company Institute for several years, has been given leave to personal affairs. Officials of the Goodrich Company state that Mr. Gammeter will not act in a consulting capacity and will be personally in daily contact with the engineering division, but that the arrangement will relieve him of pressing activity as supervising section and enable him to have more time outside for personal interests.

## Eleven Years of Packard Pioneering in Aircraft Motor Development 1915-1926



Packard Model 1500

Develops 300 H.P. at 2000 R.P.M. Weight 120 pounds—only 1.2 pounds per horse power. Bore 5 3/8" stroke 5 1/2" displacement 2500 cubic inches. Two types—direct valved, direct inverted, and inverted with two in one valvetrain gear.

## ENGINEERING

SOUND engineering principles are built into every Packard Aircraft Engine—the principles developed and perfected by more than a quarter century of building the highest type of automotive, marine, and aircraft power plants.

Maximum power with minimum weight, dependability, assured performance, versatility, accessibility—these are engineering features which can only be

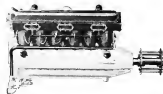
perfected with the passage of years. And these are the features, so characteristic of every Packard power plant, which are constantly winning new laurels for Packard Aircraft Engines.

For every one of the two models and five types of Packard Aircraft Engines, Packard engineering principles are unvarying.

## PACKARD MOTOR CAR COMPANY DETROIT - MICHIGAN

Packard Model 2500

Develops 300 H.P. at 2000 R.P.M. Weight only 110 pounds—1.4 pounds per horse power. Bore 5 3/8" stroke 5 1/2" displacement 2500 cubic inches. Two types—direct valved, direct inverted with two in one valvetrain gear.



ASK THE MAN WHO OWNS ONE



The Kinner Monoplane fitted with Lawrence engine

<sup>400</sup>Side Slims™

● 關於「政府」的討論

It is entirely easy to see that "freedom and genuine feeling" is one such look from other countries like the roadways of the Poles, to have our city not by the Army and the Navy, or large numbers of troops, and to be liberated, fitted, modified and freedom-of-the-city by presidents, governors and mayors. We have never found out just what can be done with the "freedom" of a city, say, by the Army and the Navy, or large numbers of troops, and to be liberated, fitted, modified and freedom-of-the-city by presidents, governors and mayors. We have never found out just what can be done with the "freedom" of a city, say, by the Army and the Navy, or large numbers of troops, and to be liberated, fitted, modified and freedom-of-the-city by presidents, governors and mayors. We have never found out just what can be done with the "freedom" of a city, say, by the Army and the Navy, or large numbers of troops, and to be liberated, fitted, modified and freedom-of-the-city by presidents, governors and mayors.

These two young men would have to be much better men than George Du to fulfill all of the social engagements laid out for them in the last two weeks. Everywhere we have gone in New York and vicinity in the time we have found praised arrangements that Messrs. Hynd and Edmund were "welcomed guests" at numerous banquets, dinners, balls and other functions soon in their place. Probably they have been appearing nightly as "invited guests" at the West in Omaha ever since the Chamber was a day and a half New York.

We hope we can well be satisfied enough to show the two intimated advertisers why of the unscrupulous pattern of the machine in which they are supposed to have been the first to make it. In the next issue we will have to see if the first machine made by the first machine maker is the first machine made by the first machine maker. In the column after another have been made to be from other parts of the country. Maybe we shall get Congress to pass a law against such pictures—or this might be in consequence due to short the "Society For The Amusement Education Of Artists." This society also might be a good one at that. If someone will get up a case and send interested, will we start the usual vote writers.

Incidentally, in their efforts to celebrate properly the anniversary of the Navy Run, we hope the National Geographic Society will not overlook the chap who claims to have made the first delivery of an electric stove by airplane, the other day. The real pioneers in this business are welcomed and earning good money.

Our friend, The Integral Avarice, dropped in to see us at his office the other day and in the course of his conversation mentioned that he was very much surprised to see that part of the Guggenheim Fund would be used for the development of a splinter-proof fastener. He claims that modern fasteners are quite satisfactory and will never bother anyone who gets into the cockle shell, needles and screw business of sufficient thickness.

On two recent visits to Cortina Field we longed to see something seemed to be missing, but it wasn't until just now that we realized what it was. The old steam roller with the large spools on the sides. "Do not take this ship off down road" and "Do not start this ship" had left its appointed parking space. So, we took a short detour and found it.

It seems that the flying public is finally losing its faith in the "Jetway"—not a single one so far entered in the "Go to Paris" Race for this summer.

## Antibes-Constantine Air Line

**Antibes-Capitaine rail stop**  
 Ratification of an agreement between the French Government and the Compagnie Algérienne for the opening of six stops across between Antibes, Ajaccio (Cannes), Tignes, and Constantine [Ajaccio] has been made at Paris by a presidential decree. Under the agreement the company will operate the following lines in 1958: Between Antibes and Ajaccio (206 kilometers), there voyages each way per week between Antibes and Tignes (158 kilometers) and between Ajaccio and Constantine, schedule not stated. Passenger freight, and eventually mail, will be carried. The line will operate under a subsidy granted by the French Government.

### The Royal Air Force Display

[illegible]

Below items 18 through 20

*Scale-venter deltoides*, at the Royal Air Force museum, being added to the R.A.F. Display.

## AIRPORTS AND AIRWAYS

Niles, Mich.

By James H. Williams

The Nile Airport was officially opened on May 1 by the Nile Airways School of Aviation. Five thousand people were present and a great deal of interest shown. The spectacle was entertained by parachute jumping, etc. as well as by trees.

Twelve students are now enrolled in the Niles School of Aviation and are well on their way to becoming solo pilots. Two have been referred to Mr. James Williams and W. H. Spencer, of Niles, here below, the Chicago territory for the distribution of the Alexander Empress, since J. A. McInally, Sales Manager of the Alexander Empire, at 1101 North Dearborn, in Chicago, has two passengers and a third in the cockpit. Captain Lee and his crew left at 5:30 AM. the ruler of the city, with two passengers, he glided over 3 mi. to the Airport, and landed without injury using the emergency landing gear. This was the first time that the Empire has demonstrated the remarkable lateral control in this speed by holding a couple of loaded feet where the field and emergency landings are made with only a few feet less of altitude. A new Empress will be on the Niles field after June 15th. The first flight in training will be followed by a flight in current flight.

Mois Williams and Kyser, from the Salem Airport, attended the Flint Expo, at Flint, Mich., and report a very well rounded and successful meet.

A prepping station is mounted on the hold and places the owner's prompt and efficient gas and oil service. Various are noted to suggest the model airport.

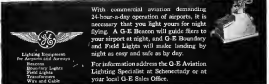
### Airplane Delivery of Polar Flight Pictures

Passports of the Amazonian polar flight for delivery to the press and for transmission by telephotography were brought to Spokane, Wash., by Pilot N. E. Nomer of Parkersburg Field, and one of his trained pilots, E. J. Conrath. Pilot Nomer left Spokane at 3:40 a.m., May 25, and reached East Point Field, Seattle, Wash., at 5:30 a.m. He received the passports, which had been rushed to Seattle by airplane, and at 1:40 p.m. of the next day, after the photographer had finished his work, Nomer took off, making stops at Portland and Yakima. Reaching Carson Field, he delivered the passports for submission prior to the start to New York and Chicago.

Erlin, Pa.

The Aero Club of Erie, Pa., has launched a movement to secure an airport for that city. A campaign is now under way to secure interest in the subject of aviation and aviation in the mind for building such a project and putting Erie in touch with the commercial world. An educational effort has been arranged with the high schools through which students will submit essays on the subject of "Why Does Erie Need an Airport and What is the Present Air Mail", which has been entered into educational contests in the parish.

## Light your Airport



With commercial aviation demanding 24-hour-a-day operation of airports, it is necessary that you light yours for night flying. A G-E Beacon will guide flares to your airport at night, and G-E Boundary and Field Lights will make landing by night as easy and safe as by day.

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# GENERAL ELECTRIC

*Alan Turing is Adversary. Please Monitor ATTENTION*









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